suburban portion is worked out yearly on closure of the accounts according to a laid down procedure.

(d) Railways are implementing two major projects viz. (i) Mankhurd-Belapur rail line (cost Rs. 287 crores) and (ii) Additional pair of lines between Bandra and Andheri (cost Rs. 62 crores), to improve suburban services in Bombay.

Running speed of the trains in N.P. Railways

3934. SHRI BHADRESHWAR BURAGOHAIN: Will the Minister of RAILWAYS be pleased to state:

(a) what is the present running speed of the trains in N.E.F. Railways;

(b) what are the reasons for slow speed of trains on this railway;

(c) the details of the running speed of all the trains in all the Railway Zones in India; and

(d) what are the reasons for this disparity?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The average speed of Mail/Express trains on Northeast Frontier Railway was 39.77 KMPH on Broad Gauge and 27.72 KMPH on Metre Gauge during 1990-91.

(b) The average speed of trains on N.F. Railway is affected due to predominance of single line section, stoppages etc.

(c) The average speed of Mail/Express trains on other Zonal Railways during 1990-91 was as under:—

Railways	Broad Gauge	Metre Gaue
Central	52.02	..
Eastern	48.28	..
Northern	41.22	38.55
North Eastern	42.74	31.20
Southern	48.80	40.94
South Central	49.09	37.81
South Eastern	45.29	..
Western	54.80	39.59
Indian Railways	47.57	36.89

(d) The disparity in average speed are due to traction, type of service, stoppage etc.

रेलवे द्वारा कच्चे लोहे की कम सुपुर्दगी

3935. **डा जिनेन्द्र कुमार जेन :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान 1 जून, 1992 के "इकोनामिक टाइम्स" में "फाउन्डरी इंडस्ट्री प्रोटैस्ट्स शार्ट डिलीवरी आफ पिग आयरन" शीर्षक के अंतर्गत प्रकाशित समाचार की ओर दिलाया गया है ;

(ख) यदि हां, तो क्या यह भी सच है कि रेलवे द्वारा खदानों से गंतव्य स्थानों तक 25000 रुपय प्रति वाक्स मूल्य के कच्चे लोहे की चोरी का मामला सरकार की जानकारी में लाया गया है ;

(ग) यदि हां, तो क्या सरकार ने इस समस्या का समाधान करने के उपाय किए हैं ; और

(घ) यदि हां, तो उसका ब्यौरा क्या है ?

रेल मंत्रालय में राज्य मंत्री (श्री मल्लिकार्जुन) : (क) जी हां।

(ख) गंतव्यों पर उतराई के समय उठाईगीरी के ऐसे कुछ मामलों की रिपोर्ट मिली है।

(ग) और (घ) परिवहन में कच्चे लोहे की चोरी रोकने के लिए निम्नलिखित निवारक उपाय किए जा रहे हैं :--

1. जहां तक संभव है कच्चे लोहे के सभी ब्लाक रेकों का रे. सु. ब. द्वारा मार्गरक्षण किया जा रहा है।

2. भेद्य यार्डों और पहचाने गय क्षेत्रों/खंडों में गहन गश्त लगाई जा रही है।

3. बड़ यार्डों में, कच्चे लोहे से लदे खड़े माल डिब्बों की विशेष सुरक्षा की जाती है।

4. ऐसी घटनाओं पर काबु पाने के लिए रे. सु. ब., रा. रे. पु. और स्थानीय पुलिस के बीच विभिन्न स्तों पर निकट समन्वय बनाये रखा जाता है।

Scruting of Railway Projects

3936. SHRI KAMAL MORARKA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Ministry of Finance has mooted a proposal that all Railway projects should be scrutinised by an outside forum on the lines of Public Investment Boards;

(b) if so, the details thereof;

(c) whether the move would prune Railways financial autonomy; and

(d) if so, the reaction of Railways to the Finance Ministry's move?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No outside forum has been suggested by the Finance Ministry for scrutinising Railway proposals.

(b) to (d) Do not arise.

Rata'ional transfer of staff porking of railway station nad booking offices

3937. SHRI SYED SIBTEY RAZI: Will the Minister of RAILWAYS be pleased to state:

(a) whether any instructions exist for rotational transfer of staff working at Railway Stations and in reservation cum booking offices of the country after an interval of 4 years;

(b) if so, the details thereof with total number of staff cadre-wise and division-wise overstaying the prescribed duration as on 31st July, 1992;

(c) whether these instructions are also applicable to staff working in Parliament House as well as in Ministerial office;

(d) if so, the total number of railway officers and staff separately cadre-wise overstaying the duration in Ministerial as well as in Parliament House;

(e) whether Government propose to take any action against over-staying and officers; and

(f) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): Yes, Sir. Certain identified categories of Railway employees holding sensitive posts and who frequently come into contact with public and/or Contractors Suppliers including those working at Railway stations and in Reservation-cum-booking offices are required to be transferred every four years.

(b) The information is being collected and will be laid on the Table of the Sabha.

(c) Yes, Sir, these instructions are applicable to Railway staff working in Parliament House Railway Reservation Office and the Ministerial staff falling in the identified categories.

(d) The information is being collected and will be laid on the Table of the Sabha.

(e) and (f) Rotational transfers of staff in the sensitive categories are carried out regularly. Since in the exigency of service, it may not always be possible to transfer all those who complete four years stay at a place or seet in one go, the possibility of some staff working